



December 18, 2019

Mr. Clay Jensen
Wingfield Nevada Group
6600 North Wingfield Parkway
Sparks, NV 89436

Re: Update of Fiscal Impact Analysis of Proposed Wingfield Commons Development

Mr. Jensen:

Per your request, I updated the fiscal impact analysis of the proposed Wingfield Commons project originally conducted in February 2018. The update includes the following changes:

1. Reduction of single-family residential units from 530 units to 454 units.
2. Shortening of development period from 12 years (2018-2029) to six years (2021-2026) and starting the analysis in 2021 instead of 2018. The project is expected to construct the majority of its infrastructure, including roads, in 2020, with housing construction starting in 2021. The analysis expects project fiscal impacts to begin in 2021.
3. February 2018 analysis assumed 18,200 linear feet of roads dedicated by the project to the City of Sparks for maintenance. December 2019 analysis assumes all project-related roads will be privately maintained with no cost impacts on the City.

No changes to methodology or other inputs (other than discussed above) were made in the December 2019 update. Please see the original February 2018 report for detailed methodology, assumptions, and other information.

These updates impact both the General and Road Funds considered in the fiscal impact analysis. Table 1 below shows a summary of estimated impacts of Wingfield Commons project on the City of Sparks General Fund from the original February 2018 report and the December 2019 update. The table shows General Fund surplus, over the 20-year analysis period, is expected to increase from \$0.85 million in the original report to \$1.7 million in the December 2019 update.

This is due to the changes in inflation and buildout periods between the two reports, as well as reduction in the number of residential units. More importantly, the February 2018 analysis estimated costs for the General Fund's Public Works-Community Services component. As the December 2019 analysis assumes the project will not add any public streets, no costs associated with this component are estimated, resulting in a higher surplus estimate for the City.

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Table 1. Comparison of General Fund Impacts

Year	February 2018 Report			December 2019 Update		
	Total Project Revenue	Total Project Costs	Annual Revenue Surplus	Total Project Revenue	Total Project Costs	Annual Revenue Surplus
2018	\$ 2,048	\$ -	\$ 2,048	\$ 38,564	\$ 12,560	\$ 26,003
2019	16,044	5,683	10,362	124,325	83,950	40,375
2020	60,907	50,150	10,757	253,133	209,275	43,859
2021	135,274	119,173	16,101	389,280	330,970	58,311
2022	213,398	187,953	25,445	532,249	459,721	72,528
2023	295,430	265,163	30,267	659,907	582,444	77,463
2024	381,528	342,233	39,295	724,975	648,047	76,928
2025	471,855	428,369	43,486	746,724	666,993	79,731
2026	566,579	514,479	52,100	769,126	686,503	82,623
2027	665,875	610,335	55,541	792,199	706,592	85,608
2028	763,543	706,295	57,248	815,965	727,278	88,687
2029	851,405	801,912	49,493	840,444	748,579	91,866
2030	899,216	849,580	49,636	865,658	770,513	95,145
2031	926,192	874,548	51,644	891,627	793,098	98,529
2032	953,978	900,259	53,719	918,376	816,355	102,021
2033	982,597	926,733	55,864	945,928	840,303	105,625
2034	1,012,075	953,995	58,080	974,305	864,962	109,344
2035	1,042,437	982,067	60,370	1,003,535	890,354	113,181
2036	1,073,710	1,010,974	62,737	1,033,641	916,501	117,140
2037	1,105,922	1,040,739	65,183	1,064,650	943,424	121,226
Total	\$ 12,420,013	\$ 11,570,641	\$ 849,373	\$ 14,384,611	\$ 12,698,419	\$ 1,686,192

Table 2. Comparison of Road Fund Impacts

Year	February 2018 Report				December 2019 Update			
	Total Project Revenue	Total Project Costs	Annual Revenue Surplus	Cumulative Revenue Surplus	Total Project Revenue	Total Project Costs	Annual Revenue Surplus	Cumulative Revenue Surplus
2018	\$ -	\$ -	\$ -	\$ -	2021	\$ -	\$ -	\$ -
2019	-	-	-	-	2022	7,772	-	7,772
2020	3,516	-	3,516	3,516	2023	22,413	-	30,185
2021	11,771	493,665	(481,895)	(478,378)	2024	37,927	-	68,112
2022	20,517	494,346	(473,828)	(952,207)	2025	54,351	-	122,462
2023	29,778	494,660	(464,882)	(1,417,089)	2026	71,726	-	194,188
2024	39,576	495,387	(455,812)	(1,872,901)	2027	81,806	-	275,994
2025	49,935	495,735	(445,800)	(2,318,701)	2028	84,260	-	360,254
2026	60,879	496,512	(435,633)	(2,754,333)	2029	86,788	-	447,041
2027	72,436	496,894	(424,458)	(3,178,791)	2030	89,391	-	536,433
2028	84,631	497,724	(413,093)	(3,591,884)	2031	92,073	-	628,506
2029	97,493	498,143	(400,650)	(3,992,534)	2032	94,835	-	723,341
2030	104,356	499,029	(394,673)	(4,387,207)	2033	97,680	-	821,022
2031	107,486	499,142	(391,656)	(4,778,863)	2034	100,611	-	921,633
2032	110,711	499,257	(388,546)	(5,167,409)	2035	103,629	-	1,025,262
2033	114,032	499,375	(385,342)	(5,552,751)	2036	106,738	-	1,132,000
2034	117,453	499,494	(382,041)	(5,934,793)	2037	109,940	-	1,241,940
2035	120,977	499,617	(378,640)	(6,313,433)	2038	113,238	-	1,355,178
2036	124,606	499,741	(375,135)	(6,688,568)	2039	116,636	-	1,471,814
2037	128,344	499,869	(371,524)	(7,060,092)	2040	120,135	-	1,591,948
Total	\$ 1,398,496	\$ 8,458,589	\$ (7,060,092)		Total	\$ 1,591,948	\$ -	\$ 1,591,948

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Table 2 shows the comparison of the impacts of Wingfield Commons project on the City's Road Fund over the 20-year analysis period. The February 2018 report found a deficit for the Road Fund of \$7.1 million over the 20-year analysis period. Assuming all project-related streets will be privately maintained, the December 2019 update estimates no Road Fund costs, resulting in a surplus for the Fund of \$1.6 million over the 20-year analysis period.

The above analysis shows that the Wingfield Commons project is expected to have a **positive fiscal impact** on the City of Sparks, generating a surplus for the General and Road Funds over the 20-year analysis period.

Please contact me with any questions or concerns.

Sincerely,



Eugenia Larmore, PhD, MBA, CMA, CVA, MAFF



United States Department of the Interior



BUREAU OF LAND MANAGEMENT

Sierra Front Field Office
5665 Morgan Mill Road
Carson City, Nevada 89701
<http://www.blm.gov/nv>

NOV 20 2019

In Reply Refer To:
N-55296-01
2912 (NVC02)

Your Reference:
Golden Eagle Regional Park

Mr. Neil C. Krutz, ICMA-CM
City Manager
City of Sparks
431 Prater Way
Sparks, Nevada 89432-0857

Dear Mr. Krutz:

The Bureau of Land Management (BLM) issued the above-referenced Recreation and Public Purposes Act (R&PP) lease to the City of Sparks on February 27, 2006 for a recreation complex, known as Golden Eagle Regional Park (GERP), in the Spanish Springs area, Washoe County, Nevada. The lease authorized various recreational facilities, including a sports complex, community park, 9-hole golf course, an equestrian center, a natural area, and an interpretive center as shown in Exhibit B of the lease (Master Plan, December 2003).

The BLM received your updated Master Plan on October 31, 2019. The document was created in response to our request to update the GERP R&PP lease during the meeting held at the Carson City District Office on September 4, 2019. The reason we requested the least update was due to substantial differences between the facilities shown in Exhibit B of the existing lease and the facilities that were actually constructed. In addition, the BLM determined that the right-of-way (ROW) application submitted by The Foothills at Wingfield LLC (Foothills), for roads and utilities to serve the proposed Wingfield Commons subdivision, would not be appropriate third-party uses within the R&PP lease because several of the facilities shown on the currently recognized Master Plan map (December 2003) could not be constructed if the proposed ROWs were authorized.

The revised Master Plan documents you submitted contain the information that was requested at the meeting on September 4, 2019. The revised map is consistent with other versions our office has previously received from the City of Sparks and clearly shows facility development that is anticipated in the near future. Locations of public roads within GERP that will provide access to the Wingfield Commons subdivision and future park improvements on the east side of the leased area are shown, as are new recreational facilities that the City plans to construct to fully utilize

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the lands that were leased by the BLM. The written portion of the Master Plan update sufficiently describes how the City of Sparks will continue to operate GERP after incorporating the revised facilities shown on the map. The BLM has determined that the Master Plan update is consistent with the purposes for which the R&PP lease was issued and has updated Exhibit B of your existing lease with this new information. Please note your records accordingly.

By approving the updated Master Plan, the BLM can now determine that the ROWs proposed by Foothills would be appropriate within the R&PP lease. The BLM will work with Foothills to determine which facilities will require separate ROW authorizations to be issued to the developer. In light of the proposed driveway and EVA road being approved facilities under the R&PP lease, the BLM does not anticipate needing to issue ROWs to Foothills for either facility. The City of Sparks and Foothills may work together to develop and maintain these two facilities within the leased area consistent with the the Recreation and Public Purposes Act, as amended (43 U.S.C. 869, et seq.) and your approved lease.

As the City develops the new facilities shown on the approved Master Plan update, please coordinate with the BLM on matters that affect the interface between the R&PP lease boundary and surrounding public lands, most notably Off-Highway Vehicle (OHV) access and related signage. Our office will work with the City of Sparks to the extent we are able to help ensure that user conflicts are minimized. Construction of an informational kiosk and appropriate OHV-specific signage may be possible as resources allow.

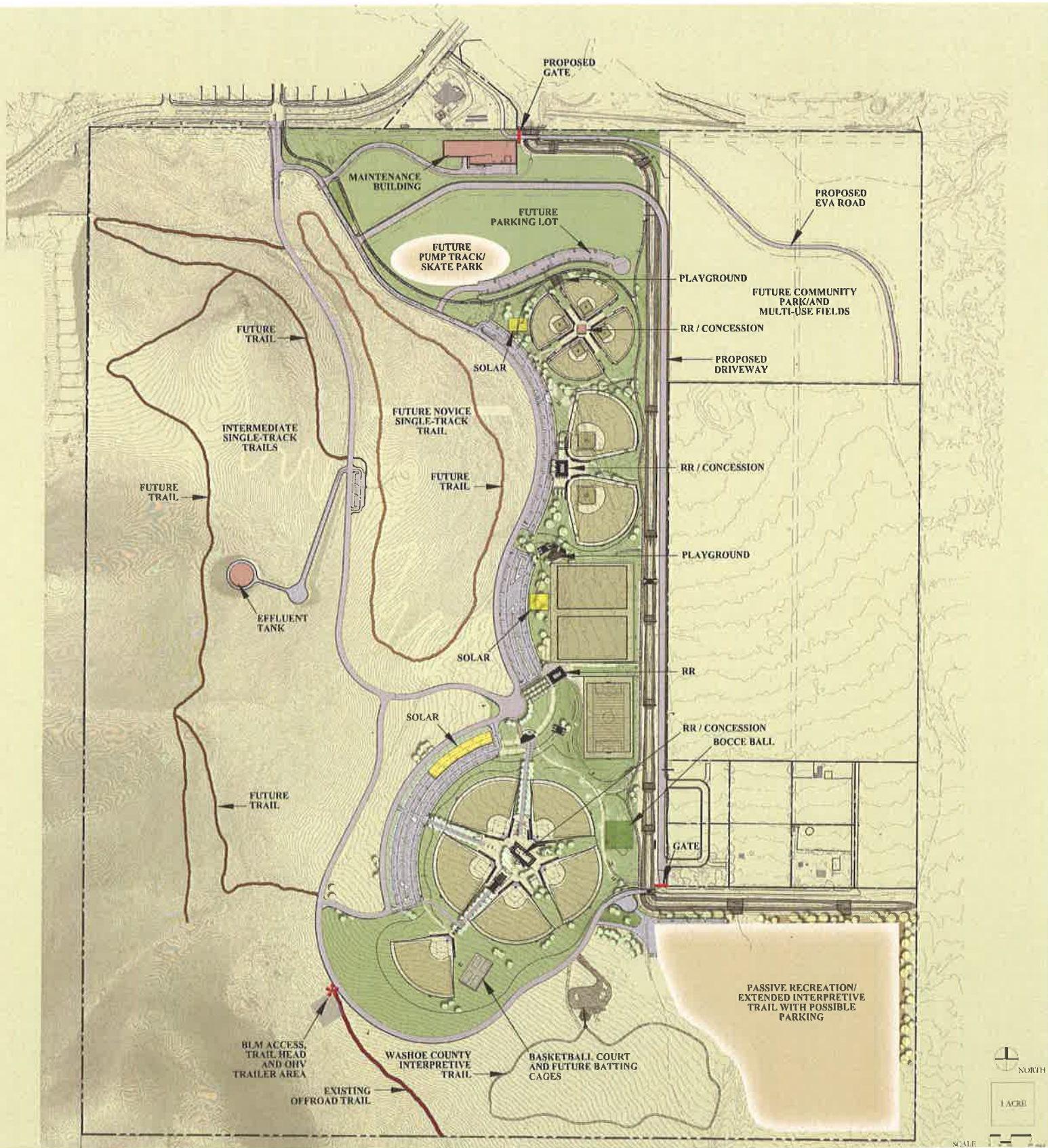
If you have any questions, please contact Matt Simons, Realty Specialist, at (775) 885-6162, email msimons@blm.gov, or at the above address.

Sincerely,



Victoria Wilkins
Acting Field Manager
Sierra Front Field Office

cc: Mr. Clay Jensen, P.E., LEED AP
Vice President of Development & Construction
Wingfield Nevada Group
6600 N. Wingfield Parkway
Sparks, Nevada 89436-8605



GOLDEN EAGLE REGIONAL PARK
SPARKS, NEVADA

UPDATED MASTER PLAN
OCTOBER 2, 2019

